



# City of Santa Barbara California

## PLANNING COMMISSION CONCEPT REVIEW STAFF REPORT

**REPORT DATE:** April 5, 2012  
**AGENDA DATE:** April 12, 2012  
**PROJECT ADDRESS:** 101 State Street and 16 W. Mason Street (MST2011-00171)

**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470  
 Danny Kato, Senior Planner *DK*  
 Allison De Busk, Project Planner *AD*

### I. PROJECT DESCRIPTION

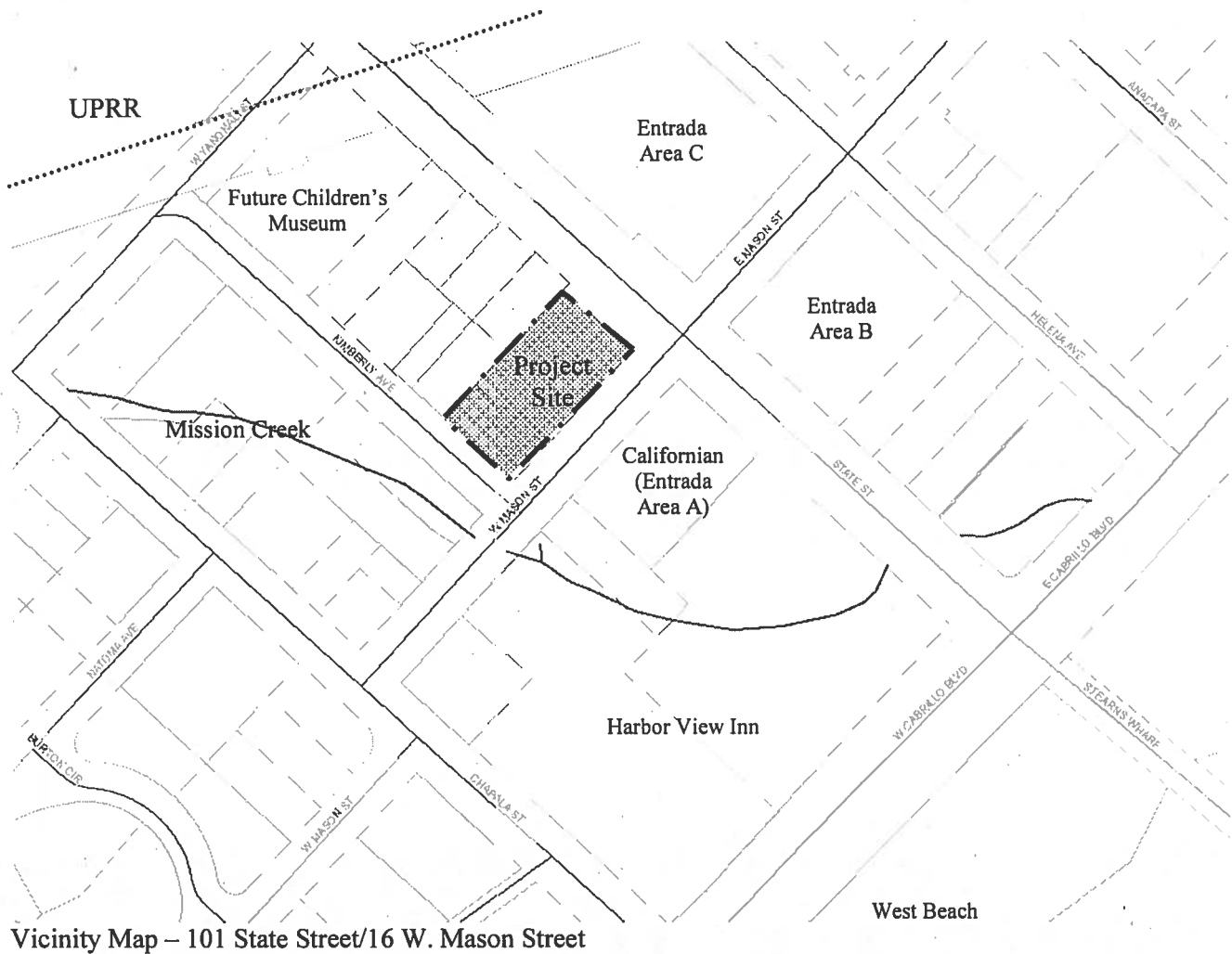
Planning Commission Concept Review of a project consisting of the construction of a new three-story hotel containing 34 hotel rooms, a lobby, laundry room and 34 parking spaces on a 19,005 square foot lot. The existing laundry room (serving the Harbor View Inn) and 40-space surface parking lot would be demolished. The project site includes two parcels that are proposed to be merged, and is bounded by State Street, W. Mason Street and Kimberly Avenue. Access is proposed off of Kimberly Avenue, with an additional one-way exit onto Mason Street. No formal action on the development proposal will be taken at the concept review, nor will any determination be made regarding environmental review of the proposed project.

The discretionary applications likely required for this project are:

- A. A Modification to allow less than the required front setback along State Street (SBMC §28.92.110.A.2);
- B. A Modification to allow less than the required front setback along West Mason Street (SBMC §28.92.110.A.2);
- C. A Modification to allow less than the required front setback along Kimberly Avenue (SBMC §28.92.110.A.2);
- D. A Development Plan to allow the construction of 21,253 square feet of nonresidential development (SBMC §28.87.300);
- E. A Transfer of Existing Development Rights to transfer 11,038 square feet of nonresidential floor area from APN xxx-xxx-xxx (to be determined) to the project site (SBMC §28.95.060); and
- F. A Coastal Development Permit to allow the proposed development in the Appealable and Non-Appealable Jurisdiction of the City's Coastal Zone (SBMC §28.44.060).

### II. RECOMMENDATION

Provide feedback to the applicant on this conceptual proposal.



### III. BACKGROUND

This project was submitted for Pre-Application Review Team (PRT) review on March 14, 2011. Staff feedback based on this review is provided in Exhibit C. Following PRT review, the project was reviewed twice by the Historic Landmarks Commission (HLC). Based on feedback from the PRT and HLC, the project was revised in the following ways:

- The building was pulled away from Kimberly Avenue to account for the future realignment of Mission Creek and Kimberly Avenue.
- The second and third floors of the hotel increased in size.
- Two uncovered parking spaces were included along State Street in front of the hotel.
- Vehicular access from Kimberly Avenue was added and the access along Mason Street was revised from a two-way driveway to a one-way “exit only” driveway.

Because the project includes significant modification requests, the applicant submitted plans for conceptual Planning Commission feedback prior to submitting a formal Development Application Review Team (DART) application. Therefore, please be aware that City staff has

not reviewed the project since the PRT submittal, and no formal comments on this version of the project have been provided.

#### IV. SITE INFORMATION AND PROJECT STATISTICS

##### A. SITE INFORMATION

<b>Applicant:</b>	Maria Martinez, Cearnal Andrulaitis LLP		
<b>Property Owner:</b>	Romasanta Family Living Trust		
<b>Site Information</b>			
<b>Parcel Number:</b>	033-075-006* 033-075-011*	<b>Lot Area:</b>	5,003 s.f. <u>14,002 s.f.</u> 19,005 s.f.**
<b>Zoning:</b>	HRC-2/SD-3	<b>General Plan:</b>	Ocean Related Commercial/ Medium High Residential
<b>Existing Use:</b>	Laundry and parking	<b>Topography:</b>	flat
<b>Adjacent Land Uses</b>			
<b>North</b> – Commercial, Hotel, future Children’s Museum			
<b>East</b> – State Street and vacant (future hotel and commercial)			
<b>South</b> – Californian Hotel (currently being partially demolished, future hotel)			
<b>West</b> – Kimberly Avenue, Mission Creek, Residential			

\*Proposed to be merged as part of project.

\*\*17,787 s.f. net after anticipated Kimberly Avenue realignment.

##### B. PROJECT STATISTICS

	<b>Proposed</b>
<b>1st Floor</b>	2,404 s.f. (lobby and laundry)
<b>2<sup>nd</sup> Floor</b>	11,012 s.f. (19 hotel rooms)
<b>3rd Floor</b>	7,924 s.f. (15 hotel rooms)
<b>TOTAL</b>	21,253 s.f.

#### V. POLICY AND ZONING CONSISTENCY ANALYSIS

##### A. ZONING ORDINANCE CONSISTENCY

<b>Standard</b>	<b>Requirement/ Allowance</b>	<b>Proposed</b>			
<b>Setbacks -Front</b>	10' for 1-story bldgs <15' tall 20' for all other bldgs		<b>1<sup>st</sup> Floor</b>	<b>2<sup>nd</sup> Floor</b>	<b>3<sup>rd</sup> Floor</b>
		Kimberly	0'	9'	9'
		(future) <sup>1</sup>	0'	1'	1'
		Mason	6'	8'	8'
		State	12'	7'	42'

<sup>1</sup> This is the anticipated future alignment of Kimberly Avenue following the Lower Mission Creek Flood Control Project / Mason Street Bridge Replacement Project.

<b>-Interior</b>	None	Interior	0'	0'	0'
<b>Building Height</b>	3 stories and 45 feet	3 stories and 37 feet			
<b>Parking</b>	1 per room → 34 total	34			
<b>Lot Coverage</b>					
<b>-Building</b>	N/A	13,176 s.f.	73.7%		
<b>-Paving/Driveway</b>	N/A	2,700 s.f.	15.1%		
<b>-Landscaping</b>	N/A	2,002 s.f.	11.2%		

The proposed use as a hotel is consistent with the uses allowed in the HRC-2 zone. As stated in the Zoning Ordinance, "Tourist and traveler related uses shall be encouraged in this zone in a manner which does not detract from the desirability of the shoreline as a place to visit."

In the HRC-2 zone, 10-foot front setbacks are required for one-story buildings that are 15 feet or less in height, and 20-foot front setbacks are required for taller buildings. Modification of the required front setback is proposed for each of the property's three street frontages. Along Kimberly Avenue, the proposed setback from the existing property line would range from zero to 25 feet on the ground floor and 8 to 22 feet on the second and third floors. When measured from the proposed realignment of Kimberly Avenue (see discussion below), the proposed setback would range from zero to 7 feet on the ground floor and 2 to 9 feet on the second and third floors.

Along Mason Street, the setback ranges from 6 feet to 14 feet at the ground level and from 8 feet to 25 feet on the second and third floors.

Along State Street, the setback is 12 feet at the ground level and ranges from 7 feet to 13 feet on the second floor, and is set back at least 42 feet on the third floor. Additionally, two uncovered parking spaces are proposed in front of the building at grade, screened by a low wall.

## VI. ISSUES

### A. **Modifications**

The project is requesting significant modifications on each of its three property frontages. The intent of the HRC-2 setbacks is to provide for an enhanced feeling of openness within the Waterfront Area, consistent with the goals of the Local Coastal Plan (LCP) and the Waterfront Area Design Guidelines.

Section 30251 of the Coastal Act states "The scenic and visual qualities of coastal areas shall be considered and protected as resources of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas." The City's LCP includes policies to implement this requirement (refer to PRT Letter attachment contained in Exhibit C).

The Waterfront Area Design Guidelines identify State Street as an important arterial street in the Waterfront Area, and state that views of the ocean, Harbor and mountains from this street must be carefully considered, maintained, and, where feasible, enhanced. Maintaining

appropriate building setbacks, providing view corridors, incorporating existing skyline trees and avoiding bulky, massive structures can protect and enhance these vistas. The Guidelines also state that significant landscaping and/or skyline trees should be located on the site. Additionally, new development is to be evaluated with respect to the following visual resources: openness, lack of congestion, naturalness and rhythm. The Waterfront Area Aesthetic Criteria (Exhibit H) identify the criteria that have been developed to address these issues.

However, requiring large setbacks may be viewed as inconsistent with the City's Urban Design Guidelines and with the pattern of surrounding or approved development (refer to discussion below). The Urban Design Guidelines includes goals focused on compatibility, human-scale development and pedestrian amenities (refer to Exhibit I for applicable guidelines).

The findings required to grant each setback modification are as follows:

"The modification is consistent with the purposes and intent of this Title, and is necessary to:

- (i) secure an appropriate improvement on a lot,
- (ii) prevent unreasonable hardship,
- (iii) promote uniformity of improvement, or
- (iv) ...construct a housing development containing affordable dwelling units..."

As noted in the PRT letter (Exhibit C), staff is concerned with the extent of setback modifications requested, but acknowledges that some amount of modification would be appropriate given the constraint of having three frontages.

**B. Existing and Potential Development Pattern** (refer to Exhibit G)

In terms of the development pattern of surrounding structures, along the west side of State Street, the hotel building to the north (119 State St.) is legally nonconforming, and has no setback from State Street. The recently approved Children's Museum (125 State St.) included a setback modification along State Street to allow the ADA access ramp and bike parking/posts to encroach into the setback (the building face complied with the 20-foot setback). The only other significant structures located along this section of State Street (north of project site) are set back significantly from the street. South of the project site, the Californian (and future Entrada Area A development) has no setback from State Street.

Along the east side of State Street, the future Entrada development (Area C) would have a minimum setback of three feet from State Street, although the majority of the building is been pulled back significantly from the street to create a large plaza.

Along Kimberly, the two buildings to the north of the site have no front setback and the buildings across Kimberly have varying setbacks. A modification to allow a trash enclosure in the front setback was approved last year for 116 Kimberly Ave. The recently approved Children's Museum project included a front setback modification to allow an ADA access ramp, stairs, bike parking/posts and a trash enclosure to encroach into the setback (the building face complied with the 20-foot setback).

Along Mason Street, buildings were built very close to their front property line. The Californian Hotel across Mason Street has no setback from the Mason Street property, and that would not change with the approved Entrada Area A development. On east Mason Street, just

east of State Street, the future Entrada development (Areas B and C) includes buildings set back approximately 0 to 10 feet from Mason Street, for which modifications were approved with the finding that the project's variation in facades, height and setbacks, as well as the open paseos and plazas offset concerns related to the size, bulk and scale of the project relative to proposed setback encroachments.

### **C. Lower Mission Creek Project / Mason Street Bridge Replacement**

The Lower Mission Creek Project was approved by the Planning Commission on September 18, 2008, and by the California Coastal Commission in Spring 2009. As part of that project, Mission Creek will be realigned (moving toward State Street) across from the project site. The structurally deficient Mason Street bridge is proposed to be replaced in accordance with the approved Mission Creek Project. The Kimberly Avenue/Mason Street intersection would be realigned with the Mission Creek Project, which would impact the subject property. Based on the current bridge replacement design plan, up to twenty feet of the subject property would be required to accommodate the new creek and roadway alignment. This proposed new alignment is identified on the Applicant's plans.

The Mason Street bridge replacement project is currently in the preliminary engineering phase (30% Design). The bridge replacement project has been reviewed by the HLC on four occasions, most recently on February 29, 2012. At that time, the HLC commented that the bridge should be reduced to no more than 30 feet in width. They preferred narrowing Kimberly Avenue and making it one-way to accomplish a reduction in bridge width (see Exhibit F – HLC Minutes).

In late April, the Transportation and Circulation Committee is anticipated to review the proposed configuration of Kimberly Avenue, with the goal of resolving the issues of two-way vs. one-way travel and sidewalk improvements. It is anticipated that the project will then be scheduled for City Council in May regarding resolution of the Kimberly Avenue improvements as well as the bridge layout and award of final design and right of way consultant contracts. Construction of the bridge replacement project is anticipated to begin in Spring 2014. Although the exact bridge design has not been determined, staff believes that the "new" property line identified on the Applicant's plans is unlikely to change significantly.

## **VII. ENVIRONMENTAL REVIEW**

The level of environmental review required for the project has yet to be determined. Staff has requested information from the applicant to address the following potential environmental issues:

- Views
- Drainage
- Archaeological Resources
- Liquefaction
- Hazards (soil contamination)
- Construction

### **VIII. DESIGN REVIEW**

This project was reviewed by the HLC on two separate occasions (meeting minutes are attached as Exhibits D and E). Overall, the HLC found the architecture to be acceptable and consistent with the El Pueblo Viejo Guidelines. The current plans are very similar to, but not identical to the most recent HLC reviewed plans.

#### **Exhibits:**

- A. Project Plans (distributed separately)
- B. Applicant's letter, dated March 19, 2012
- C. Pre-Application Review Team Letter dated May 31, 2011
- D. HLC Minutes August 3, 2011
- E. HLC Minutes November 30, 2011
- F. HLC Minutes February 29, 2012 (Mason Street Bridge Project)
- G. Surrounding Building Footprints
- H. Waterfront Area Aesthetic Criteria
- I. Applicable Urban Design Guidelines



Full-size project plans were distributed  
under separate cover.

Project plans can be reviewed at  
630 Garden Street, Santa Barbara, CA  
Monday – Thursday 8:30 am - 4:30 pm and  
every other Friday 8:30 am - 4:30 pm





CEARNAL ANDRULAITIS LLP  
ARCHITECTURE & INTERIOR DESIGN

RECEIVED  
MAR 20 2012

CITY OF SANTA BARBARA  
PLANNING DIVISION

March 19, 2012

City of Santa Barbara  
630 Garden Street  
Santa Barbara, CA 93101  
Attn: Planning Division

Re: MST: 2011-00171  
101 State Street/16 West Mason Street  
Santa Barbara, CA 93101  
APN #033-075-006, -011

Dear Planning Commission,

We are pleased to submit for Planning Commission Concept Review a new project located at the Northwest corner of State Street & Mason Street, an approximate .46 acre site currently occupied by a laundry building serving the Harbor View Inn and a 40 space asphalt parking lot. The site is comprised of two contiguous parcels; one is a 14,002 sq. ft. vacant lot and the other lot is 5,003 sq. ft. with the existing one-story laundry building. The State Street frontage includes an existing covered bus stop, and plaster wall that encroach into the original property boundaries. The existing vegetation includes 2 Canary Island Palms, 4 Eucalyptus trees, 2 Jacaranda trees, Washingtonia palm, and Queen palms and 2 King palms.

The proposed project includes the demolition of the existing laundry building and parking lot, construction of a new three-story 34 guest room hotel with approximately 636 sq. ft. of lobby space, and a 920 sq. ft. laundry facility. Parking for the guest rooms is located in a 34 space 10,046 sq. ft. parking structure, which includes 2 accessible spaces. The parking has been designed at-grade due to the high water table. Additionally, the site is located in a flood zone with the base flood elevation of 11.05 ft. (approximately 1-2 feet higher than the (E) grade). Consequently, we have positioned the parking, along with minor laundry and lobby functions, at grade (base flood) and these will be flood proofed. The 2 Jacaranda and 2 King palms will be preserved. The remainder of the (E) trees will be removed and replaced by new landscaping per the landscape plan.

The combined total allowed Measure E floor area is 10,215 sq. ft. We will need to transfer a total of 11,038 sq. ft. These Measure E credits will be purchased, but the source is unknown at this time.

The site has three front yard setbacks, which in the HRC-2 zone is 20 feet. We are requesting a modification for all three front yard setbacks. The justification for each frontage is as follows:

1) State Street - The pattern and character of these three blocks of State Street from Cabrillo to the freeway, as it is for downtown State Street, is for buildings to be of an urban character with little or

no setback. Additionally, by maintaining the bus stop and wall element that currently acts as a frontage to the lot, the building is setback a reasonable and appropriate amount and still allows for ample landscaping. Additionally, we have stepped the building back from two to three stories on this State Street frontage, with the 3<sup>rd</sup> story over 50' back from the property line.

2) Mason Street - With the California hotel, a four story building at the back of the sidewalk, as our neighbor to the South, we have created varied setbacks and layering from one, two, and three stories along this frontage. Given the pattern of Mason Street on either side of State Street, including the proposed Entrada project setback, we are proposing a setback consistent with the other properties.

3) Kimberly Avenue - The property is already being reduced along this frontage as a result of the Mission Creek alignment at Mason Street Bridge. Given the nature of the creek realignment and associated open space as well as the pattern of existing buildings along Kimberly Avenue, we believe the setback we are proposing is justified to minimize the impact of the encroachment.

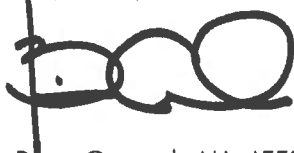
The site is an underutilized property whose redevelopment will further enhance this important gateway to the waterfront and downtown. As an enhancement to the Harbor View Hotel, this project will provide unique room arrangements and important revenues to the City through additional bed taxes.

The project has been reviewed by the Historic Landmarks Commission twice and received favorable comments. Since their last review, we have prepared a landscape plan, enhanced the plaza at the corner of Mason and State Streets and included an additional photo simulation of the view up State Street. The Mason Street photo simulations (#3 & #4) include the Entrada project.

We very much look forward to your conceptual review for this important redevelopment project on lower State Street. Enclosed is check #42147 in the amount of \$2,535.00 for the Planning Commission Concept fee, and 10 sets of folded plans. Complete Project Statistics are provided on the enclosed plans.

Thank you for your consideration.

Respectfully,

A handwritten signature in black ink, appearing to read 'Brian Cearnal', with a stylized flourish at the end.

Brian Cearnal, AIA, LEED AP  
Partner  
*Cearnal Andrulaitis LLP*

encl.: Site photograph, 10 sets folded plans, check #XXX

cc.: Mark Romasanta, Beach Motel Partners



# City of Santa Barbara

## Planning Division

### PRE-APPLICATION REVIEW TEAM COMMENTS

May 31, 2011

Maria Martinez  
Cernal Andrulaitis, LLP  
521 ½ State Street  
Santa Barbara Ca 93101

**SUBJECT: 101 STATE STREET / 16 W. MASON STREET, MST2011-00171, APN: 033-075-006, AND -011**

**PRT MEETING DATE: Monday, June 6, 2011 from 1:30-2:30 p.m., 630 Garden St, Housing & Redevelopment Conference Room, 2<sup>nd</sup> Floor**

Dear Ms. Martinez:

#### **I. INTRODUCTION/PROJECT DESCRIPTION**

Staff from various City Departments/Divisions have reviewed your conceptual plans and correspondence for the subject project. This letter will outline our preliminary comments on your proposal. Please review this letter carefully prior to our scheduled meeting date. We will answer your questions at that time. The specificity of our comments varies depending on the amount of information available at this time. In many cases, more issues arise at later steps in the process. However, our intent is to provide applicants with as much feedback and direction as possible at this pre-application step in the process.

The project consists of the construction of a new three-story hotel containing 34 hotel rooms, a lobby, laundry room and 34 parking spaces. The existing laundry room at 16 W. Mason would be demolished. The project site includes two parcels, and is bounded by State Street, W. Mason Street and Kimberly Avenue.

#### **II. COMMENTS AND ISSUES**

##### **A. Planning Division**

1. **Lower Mission Creek Project.** Your project, as currently proposed, conflicts with the approved design of the Lower Mission Creek Flood Control Project (see Attachment 1). The Lower Mission Creek Project was approved by the Planning Commission on September 18, 2008, and by the California Coastal Commission in Spring 2009. Staff recommends you take this approved Project into consideration when designing your project. Staff anticipates this portion of the Lower Mission Creek Flood Control Project to move forward in the near future.

2. **Local Coastal Plan.** The project site is located in the coastal zone. Staff has identified the following policies as particularly important to the project/site: 3.4, 3.13, 4.2, 12.2 Please refer to Attachment 1 for complete text.
3. **Visual Impacts.** Staff is concerned with the potential for this project to result in visual impacts by blocking views of the mountains. The project should consider ways to minimize impacts to public views of the mountains.
4. **Setback Modifications.** In general, staff can likely support *some* reduction of required front setbacks given that the site is relatively small and has three street frontages. However, at this time staff cannot take a definitive position on the setbacks proposed due to concerns about impacts to mountain views. Reviewing visual simulations will be an important part of our consideration of any modification request(s). Additional information is provided below.
  - (a) **State Street** – You identify the required setback as twenty feet from the site’s original property line along State Street (eighteen feet for the storage area). However, the front setback is measured from the back of right-of-way (which was purchased in fee), which in this case is ten feet back of the identified front property line and is shown on the plans as a secondary front property line. Therefore, the project as designed would require a modification of the twenty-foot front setback along State Street in order to locate the building with a minimum State Street setback of eight feet on the ground floor.

Staff may be able to support some modification of this setback given that the building would still line up with other buildings setback 20 feet from the back of sidewalk, due to the location of the bus pocket. Staff’s ultimate position will be based on review of visual simulations and feedback from the HLC, as well as the size and location of second and third story building elements.
  - (b) **Mason Street** – You are proposing a setback of approximately twelve feet for the majority of the building (six feet for part of the laundry and up to twenty-five feet at the State/Mason corner).

Staff appreciates the plaza area provided at the corner of State and Mason, as it provides an open area with views to the mountains. At this time, staff is not able to support a setback modification along Mason Street. Staff’s ultimate position will be based on review of the visual simulations and feedback from the HLC, as well as the size and location of second and third story building elements. Given that the Californian building across Mason Street has no setback and is four stories tall, staff is also concerned about a “canyonization” effect along Mason Street. Stepping back the second and/or third stories may be appropriate to minimize this effect.
  - (c) **Kimberly Avenue** – You are proposing a five foot setback along Kimberly Avenue, where twenty feet is required.

Staff does not support this reduction of the required setback along Kimberly. The Children's Museum at 125 State Street has a proposed building setback of 20 feet (with the exception of access ramps and minor improvements), and staff would have the same recommendation for this project, especially given that the third story massing is at the rear.

5. **Contamination Issues.** There is an identified Leaking Underground Storage Tank (LUST) site (#90024) located immediately adjacent to 101 State Street, in the Mason Street right-of-way. The tank itself was removed in 1991; however, additional work is required to identify the vertical and lateral extent of contamination. A Phase II Environmental Site Assessment dated June 14, 2010 was submitted by the City to the County Fire Department for review. Additional information can be reviewed on the GeoTracker website: <https://geotracker.waterboards.ca.gov/>. Potential implications are not fully known at this time, and will depend in part on the timing of this project in relation to the timing of the City clean up activities. Prior to application for completeness, City staff will need to know how the site will meet hotel use standards related to soil contamination. A Health Risk Assessment may be necessary. Any activities required to meet these standards must be completed prior to occupancy of the hotel.
6. **Historic Resources.**
  - (a) **101 State Street** – The Loughead brothers manufactured seaplanes in a building formerly located at 101 State Street between 1916 and 1921, when they moved the operation to Burbank. A succession of automobile companies occupied the building from 1921 until 1979 when the building burned down.
  - (b) **16 W. Mason Street** – The small building at 16 W. Mason Street was constructed in 1955 as an automobile 'lube' shop. Because it was constructed 34 years after the Loughead brothers left town, and was not in existence during the period of significance for the Lougheads, so the building is not historically significant through association. Nor does it meet any of the other historic designation criteria. The small building at 16 W. Mason would have had to have been actually occupied by the Lougheads to be considered historically significant.

The Loughead brothers, and their establishment of a seaplane manufacturing facility in Santa Barbara, are an important part of the City's history. Staff suggests that you consider opportunities on the site to commemorate the Loughead brothers. Perhaps in the form of a commemorative plaque or educational display, or a commemorative display designed into the new structure. The Historic Landmarks Commission has required commemorative plaques and other educational displays as a condition of their approval of a project, and would likely do the same for this site.

7. **Creek Setback.** The Creeks Division recommends a building setback for the proposed hotel of 50 feet from the future top of bank of the completed Lower Mission Creek Flood Control Project.
8. **Trees.** Only native riparian trees should be used for planting along Kimberly. If street trees are to be replaced/planted along Kimberly, they to should also be native riparian trees. The species will need to be coordinated through the Park and Recreation Department.
9. **Solar Panels.** Solar energy system installation locations are encouraged to be considered early in the review process. In this way, building roof forms can be designed to optimally integrate panels with the building. Please reference the City of Santa Barbara Solar Energy System Design Guidelines for information on solar energy system designs which are eligible for design awards presented by the City Council. Regardless of whether a solar energy system is currently proposed, all projects are recommended to show a "potential future solar energy system installation location" if feasible for the site. Plans are recommended to show at least 300 square feet of roof space with good sun exposure free of rooftop equipment for potential future solar energy system installation if feasible

B. Engineering Division

1. The project site may be affected by the Lower Mission Creek Project at some point in the near future. If this proposal for a new hotel receives approval before the creek project begins construction in this area, then typical public improvements for Kimberly Avenue and W. Mason Street will be required as Conditions of Approval (*e.g. (N) sidewalk infill and replacement of uplifted, cracked or otherwise damaged sidewalk, (N) commercial driveway, (N) curb and gutter where curb cuts are closed on Kimberly - per Transportation comments, etc.*), in addition to what is shown for the subject property frontage on the approved public improvements shown on C-1-4115 for the La Entrada project.
2. When the new Mason Street bridge construction begins as a part of the lower Mission Creek Project, that project will most likely be changing the frontage improvements at the intersection of Kimberly and W. Mason.
3. Footings for the proposed hotel may not encroach into the public rights-of-way.
4. Note that all commercial structures require backflow devices (screened) located on private property as near to the main as possible.

III. **APPLICATIONS REQUIRED**

The purpose of this review is to assist you with the City's review processing including Planning Commission (PC) application requirements, and to identify significant issues relevant to the project. In order to submit a complete PC application, please respond to the following items (see attached Planning Commission Submittal Packet).

Based on the information submitted, the required applications would be:

A. Planning Division

1. A Modification to allow less than the required front setback along State Street (SBMC §28.92.110.A.2);
2. A Modification to allow less than the required front setback along West Mason Street (SBMC §28.92.110.A.2);
3. A Modification to allow less than the required front setback along Kimberly Avenue (SBMC §28.92.110.A.2);
4. A Development Plan to allow the construction of 15,610 square feet of nonresidential development (SBMC §28.87.300);
5. A Transfer of Existing Development Rights to transfer 5,395 square feet of nonresidential floor area from APN xxx-xxx-xxx to the project site (SBMC §28.95.060);
6. A Coastal Development Permit to allow the proposed development in the Appealable and Non-Appealable Jurisdiction of the City's Coastal Zone (SBMC §28.44.060);
7. A Voluntary Merger to merge the two subject properties prior to issuance of any permits.
8. Historic Landmarks Commission review of the Phase 1 Archaeological Resources Study (SBMC §22.22); and
9. Historic Landmarks Commission review of the project design (SBMC §22.22.130).

B. Engineering Division

*Following discretionary approval:*

1. **Agreements.**

- (a) The *Agreement Assigning Water Extraction Rights*, which reaffirms the City's pre-existing Pueblo Water Rights will be prepared concurrently with the building plan review. Submit a copy of a Preliminary Title Report dated within 3 months of application date so the agreement can be prepared by staff and recorded prior to issuance of Public Works or Building Permits.
- (b) An Agreement to Construct and Install Improvements (Not a Subdivision). This agreement is prepared by staff and recorded prior to issuance of Public Works or Building Permits.
- (c) Following approval of the Engineer's Estimate by the Public Works Department, submit Performance Securities in a bond for 100% of the approved engineer's estimate, and also a bond for labor/materials in the amount of 100% of the approved Engineer's Estimate. This amount will be entered into the *Agreement to Construct and Install Improvements (Not a Subdivision)*.

2. **New Water & Sewer Service Application.**

- (a) Fixture Unit Count. Please provide fixture unit counts to determine the proposed impacts on the existing water main, sewer main. The basis of this requirement is the Circulation Element, Chapter 16.5.3 (dated October 19, 1998). Depending on the results, any or all of the main(s) may be required to be upgraded. For questions about Modeling, contact the Water System Superintendent at 564-5445. In the event of a required upgrade of existing infrastructure, the C-1 public improvement plans of record will need to show "Record Drawing" changes, or submit new C-1-xxxx Public Improvement plans.
- (b) Fill out application for new water service and sewer connections at the Public Works counter. Provide hydraulic calculations for all water meters requested greater than 5/8-inch in size. Prior to issuance of any permits, Water and Sewer Buy-In fees are due in addition to hot tap fees for new sewer laterals. A Buy-In credit will be applied based on the number of existing water meters serving the site.

3. **Voluntary Merger application.**

- (a) Submit application to the Public Works counter with fees either prior to or following discretionary approvals, and prior to Building Permits. The Voluntary Merger must be recorded before issuance of building permits because proposed development would cross existing property lines.
- (b) Please note that the Voluntary Merger can be processed over the counter at the Public Works counter, under a separate PBW permit.

4. **Solid Waste Management Plan.** Include long term plan for handling of Solid Waste and Recycling. Questions regarding solid waste issues can be directed to Thomas Oretsky, Environmental Services Specialist at 564-5669. See Space Allocation Guide to help with trash / recycling design at <http://www.santabarbaraca.gov/Business/Forms/PW/>. Proof of recordation of this document is required prior to obtaining Certificate of Occupancy.

IV. **REQUIRED ADDITIONAL INFORMATION FOR APPLICATION SUBMITTAL**

Staff has identified the following additional information as necessary in order to adequately review the proposed development project. Please ensure that your formal application submittal contains at least the following:

A. Planning Division

- 1. **Application Letter.** Your formal application letter should be addressed to the Planning Commission and should clearly identify what you are proposing, why you are making the proposal, and what permits/approvals you are seeking. The letter should specifically address how the project is consistent with the findings required for the requested approvals (e.g. modifications, coastal development permit and development plan). This letter becomes a main attachment to the Planning Commission Staff Report.

2. **PRT Comments.** Provide a separate letter to staff that describes how the comments contained in this PRT letter have been addressed.
3. **CDP Application.** A Coastal Development Permit application (<http://www.santabarbaraca.gov/NR/rdonlyres/0FEB7C8E-F153-417E-9329-39C17B214BBC/0/CoastalDevelopmentPermitSubmittalPacket.pdf>) must be completed and included in the formal submittal packet. Mailing labels for tenants within 100 feet of the subject lot and a Certified Residential Tenants List Affidavit must be included with the application packet.
4. **Submittal Information.** Please see the Planning Commission Submittal Packet (available on the City's website at [http://www.santabarbaraca.gov/NR/rdonlyres/F748FC30-A3AF-4504-9252-146E924D751D/0/PC\\_Submittal\\_Packet.pdf](http://www.santabarbaraca.gov/NR/rdonlyres/F748FC30-A3AF-4504-9252-146E924D751D/0/PC_Submittal_Packet.pdf)) for information required upon submittal of the formal Planning Commission application. *Please ensure that all applicable information outlined in that Packet is included in the application letter and on the project plans.* Some specific items include, but are not limited to:
  - Site plan that identifies the anticipated Lower Mission Creek project boundaries. The location of trash enclosure should also be shown.
  - Complete Floor Plans.
  - Elevations of all four sides of the property.
  - Landscape Plan.
  - Building section(s) as appropriate based on the design.
  - Identify the General Plan designation of Hotel and Related Commerce II in the Project Statistics.
  - Project Statistics – please identify the net and gross square footage of each lot, and for the merged lot.
5. **Nonresidential Floor Area.** The project site can utilize the following nonresidential floor areas in accordance with SBMC §28.87.300:

	APN 033-075-006 16 W. Mason Street	APN 033-075-011 101 State Street
Existing	714	0
Minor/Small Addition	3,000	3,000
Vacant Land	0	3,501
Total	3,714	6,501
<b>Total if lots are merged</b>	<b>10,215</b>	

Please update the Project Statistics accordingly. Any additional nonresidential floor area must be transferred to the site, either as square footage or room-for-room replacement.

6. **Property Line.** The project site's front property line should only be shown as the line at the back of sidewalk. The identified property line ten feet beyond that is no longer applicable and should be removed from the plans. This is consistent with the 101 State Street parcel size of approximately 14,000 square feet.
7. **Storm Water Management Program.** The project must comply with Tier 3 Stormwater Management Program requirements (retain and treat the 1-inch, 24-hour storm, peak runoff discharge rate shall not exceed the predevelopment rate (25-year storm) and retain on site the larger of the 1-inch storm or the volume difference between pre- and post-project conditions for the 25-year, 24-hour storm. Especially when a project site is largely vacant land, maintaining or decreasing runoff rates and treating storm water runoff through innovative, low impact design can and should be part of the project.

A preliminary hydrology/drainage report is required to demonstrate compliance with the City's Tier 3 Storm Water Management Program requirements. The report must demonstrate the pre- and post-project peak runoff discharge rates and how they will be maintained or decreased. Also please demonstrate which is larger; the volume difference between the pre- and post-project for the 25-year, 24-hour design storm, or the volume generated from the proposed project runoff from a one-inch, 24-hour storm event. The larger of these two volumes must be retained onsite.

We recommend implementing natural filtration devices, such as swale-like landscaping, rain gardens, other bioretention designs or permeable paving that allows infiltration of storm water into the soil for water quality treatment. These types of passive/natural capture and filtration design options are recommended as opposed to mechanical/underground options, which pose maintenance problems and often times do not treat runoff as efficiently. Please refer to the City's Storm Water BMP Guidance Manual, posted at [www.sbcreeks.com](http://www.sbcreeks.com) and use the worksheets in Appendix D to demonstrate storm water design volume and treatment capacities.

8. **Visitor Serving Development.** Please indicate how the proposed project is consistent with items 3, 4, and 5 of Coastal Land Use Plan Policy 4.2, which reads as follows:

*New visitor-serving development permitted pursuant to Policy 4.1 shall be:*

- (1) Reviewed by the Architectural Board of Review or the Historic Landmarks Commission for compatible architectural design;*
- (2) Be consistent with the adopted LCP Visual Quality Policies;*
- (3) Provide to the maximum extent feasible, public view corridors, open spaces, and pedestrian (and/or bicycle) walkways and facilities;*
- (4) Provide adequate off-street parking to serve the needs generated by the development; and*

*(5) Provide measures to mitigate circulation impacts associated with the project, including but not limited to coordination with the Redevelopment Agency's Transportation Plans for the area, provision of in-lieu fees, provision of bicycle facilities, or other appropriate means of mitigation.*

9. **Waterfront Area Design Guidelines.** Provide information on how the project is consistent with the Waterfront Area Aesthetic Criteria For New Development Assessment.

[http://www.santabarbaraca.gov/NR/rdonlyres/B79A7F4D-8279-4ECB-AEFD-B6B2A3532AF3/0/Waterfront\\_Area\\_Aesthetic\\_Criteria.pdf](http://www.santabarbaraca.gov/NR/rdonlyres/B79A7F4D-8279-4ECB-AEFD-B6B2A3532AF3/0/Waterfront_Area_Aesthetic_Criteria.pdf)

10. **Archaeological Resources.** Based on a review of the City's Master Environmental Assessment Maps, the project site is located within four Archaeological Resource Sensitivity Zones: the Prehistoric Watercourse Buffer, the Hispanic-American Transition Period (1850-1870), the American Period (1870-1900), and the Early 20th Century (1900-1920) Archaeological/Cultural Resource Sensitivity Zone(s).

As a result, a Phase I Archaeology Report is required to be prepared and submitted for review and acceptance by the Historic Landmarks Commission as part of California Environmental Quality Act (CEQA) mandated environmental review. A copy of the submittal requirements for the required report and a copy of the List of City Approved Archaeological Consultants are available on the City's website:

Submittal Cover Sheet: <http://www.santabarbaraca.gov/NR/rdonlyres/35906070-248E-4CDB-9A10-FC886C832EE2/0/CRReportSubmittals.pdf>

Approved Consultants: <http://www.santabarbaraca.gov/NR/rdonlyres/66546D6B-2F2D-419E-B428-5F41A54AFE28/0/ArchaeologicalConsultantsList.pdf>

Please be sure that one copy of the report contains the original photographs, and that the remaining copies contain legibly reproduced photographs. Once the Report is submitted, its content will be reviewed and you will be notified of the next step(s) in the review process for your project.

Please note that the requirement to provide the Phase 1 Archaeology Report may be waived if previous ground disturbance documentation can be demonstrated. Please contact me as soon as possible if you believe that previous ground disturbance documentation is available. Although staff is aware that a building was previously located on the project site, no information on the amount of ground disturbance associated with its construction or removal has been found.

11. **Liquefaction.** Based on a review of the City's Master Environmental Assessment Maps, the project site is located within an area with high liquefaction potential. A Geotechnical Study is required. Said Study shall address potential impacts that may result from liquefaction and seismic events and shall identify any required special design features for the hotel to minimize

potential impacts. The Study shall be prepared by a professional engineer or a certified engineering geologist.

12. **Visual.** The project site is located within an area of visual sensitivity relative to mountain views. In order to evaluate potential impacts to visual resources, photo simulations of project buildout are required. Specifically, you will need to have an architect, designer, or other qualified individual prepare photo simulations of the existing visual condition and the proposed project visual condition as viewed from surrounding public viewpoints. These photo simulations should include, but not be limited to views toward the mountains across the project site. Views listed below are suggestions of general vantagepoints, and specific locations should be based on an analysis of the best views given these vantagepoints.
- (a) Views of the project site from the Mason Street/Kimberly Avenue intersection looking toward the mountains.
  - (b) Views of the project site from the Mason Street/Chapala Street intersection looking toward the mountains.
  - (c) Views looking straight down Mason Street (between Kimberly and Chapala) toward the mountains, with the project site to the left and the Californian Hotel to the right.
  - (d) Views of the project site from Kimberly Avenue looking toward the mountains in front of the project site and north of the site looking toward Mason.
  - (e) Views of the project site from State Street (at approximately Mason Street) looking toward the train depot and looking toward the beach (from north of the project site).

The photo-simulations should contain current color photographs of the site, the project address, parameters of simulated building design (e.g., net floor area, height, number of stories, etc.), a description of the relationship of the photograph to the project site, a map showing locations of where the photographs were taken, and composition panoramic views of the site showing how future development would be seen as viewed from the above locations. The number of photo simulations is dependent upon the visibility of the project site from surrounding public viewpoints. Enough photo simulations are to be submitted to, as closely as possible, replicate the view experience that a person would have as they pass by the project site from various public viewpoints.

If possible, simulations of the approved Entrada development across State and Mason Streets should be included. We recommend that these be provided as supplemental sheets, so that your project can be analyzed individually, as well as cumulatively.

13. **Trees.** The removal of trees in the front yard setback requires Street Tree Committee approval, even if everything is being demolished on the site. Approval is required from the Street Tree Advisory Committee and Park and

Recreation Commission prior to application completeness. Please contact Parks & Recreation Staff for further information.

14. **Construction Information.** In order to evaluate short-term construction-related traffic parking, air quality and noise impacts, provide a construction plan for each phase of construction that delineates the following:
- (a) Anticipated start date,
  - (b) Estimated duration of demolition,
  - (c) Estimated number of truck trips,
  - (d) Estimated duration of grading,
  - (e) Estimated duration of construction activity including hours per day and total days,
  - (f) Identify the number of workers, type of equipment necessary for each phase of demolition, grading and construction including hours per day and total days, and
  - (g) Identify staging areas for construction equipment and materials.

B. Engineering Division

1. See DART application for *minimum submittal requirements* prior to submitting plans for DART review.
2. Submit two copies of a Preliminary Title Report issued within 3 months of DART submittal, one for Engineering staff and one for Planning staff. Please note that an updated Preliminary Title Report may be required following Planning Commission review and approval of your project, to prepare legal agreements and to check the Parcel Map.
3. As outlined in the City of Santa Barbara's Circulation Element Chapter 16 - Public Utilities, adopted in 1998 by City Council, and SBMC 27.07.030 #1-9 provide a conceptual composite utility plan including: water, sewer, storm drain, electric, gas, phone, and cable.
4. Submit a summary report indicating the estimated total demand on each utility for each aspect of the proposed project as outlined in Chapter 16 of the City's General Plan Circulation Element. The purpose of the report is to document the existing and projected needs for water, sewer, storm drain, electric, gas, and communications (phone, TV, and cable) and establish available capacity of each, and/or provide a 'Can and Will Serve' letter or equivalent from utility companies, providing evidence confirming demand and capacity issues have been reviewed.
5. Submit fixture unit calculations to determine the proposed impacts on the existing water supply infrastructure. A Fixture Unit Spreadsheet is available from Engineering staff upon request. The basis of this requirement is the Circulation Element, Chapter 16.5.3 (dated October 19, 1998)

**Trash and recycling:**

6. Please show location of trash/recycling enclosures on site plan, and note that trash and recycling must be of equal size and in the same enclosure. Recycling must be in a dumpster if trash is in a dumpster (as opposed to cans or carts) and must be accessible. Thomas Oretsky, Environmental Services at 564-5669 with questions. Include details of recycling/trash enclosures with containers inside (to scale), show access door, and show all dimensions.
7. Include details of recycling/trash enclosures with containers inside (to scale), show access door, and show all dimensions. See Space Allocation Guide to help with trash/recycling design.

C. Environmental Services:

1. The trash enclosure is required to meet current standards of equal space for trash and recycling. Please show containers in enclosure on the plans and indicate the dimensions and capacity of both the trash and recycling. Please also consider providing space for food scrap collection within your enclosure. For design guidelines see Space Allocation Guide at [http://www.santabarbaraca.gov/Documents/Forms\\_and\\_Handouts/Public\\_Works/03\\_Guides/Trash\\_and\\_Recycling\\_Space\\_Allocation\\_Guide.pdf](http://www.santabarbaraca.gov/Documents/Forms_and_Handouts/Public_Works/03_Guides/Trash_and_Recycling_Space_Allocation_Guide.pdf) or Call Thomas Oretsky at (805)564-5669.

D. Fire Department

Note on plans that a fire sprinkler system and a fire alarm system will be installed under separate permits.

E. Transportation Division

1. With the existing layout, parking space 24 is not accessible in a single maneuver as required.
2. Identify on the site plan closure of the Kimberly Ave. curb cuts and driveways.
3. Provide a traffic analysis that shows project added and cumulative traffic volumes. Please have the traffic engineering firm contact Transportation staff for components and methodology before performing study.
4. Provide location and description of onsite parking/unloading for customer check in and business deliveries.
5. Identify on the site plan the street improvements associated with the approved Entrada project.

F. Building & Safety Division

1. This Project is located within a Special Flood Hazard Area (SFHA) as indicated on the Federal Insurance Rate Map. The National Flood Insurance Program (NFIP) requires special construction to mitigate flood damage of new and remodeled structures or additions located in a SFHA. Please review and adhere to the design requirements of the attached City Municipal Code 22.24 'Floodplain Management' and note that additional design clarification is

contained in the NFIP Technical Bulletins TB 1 thru 11. Refer to [www.fema.gov/fima/techbul.shtm](http://www.fema.gov/fima/techbul.shtm) or copies may be reviewed at Building & Safety.

Please apply for a Base Flood Elevation (BFE) determination from the City. A BFE permit is required for each building (even if this project is currently under another permit review). This flood water elevation is necessary for the design of structures in a SFHA to determine the extent of the building's anchoring; construction materials; floor and equipment elevations; and flood proofing (non-residential only).

2. Creek 'Top of Bank' Determination – A parcel that adjoins or is within 50 feet of Mission Creek shall have a licensed Civil Engineer or Land Surveyor determine the top of bank per SBMC §28.87.250. Primary requirements include:
  - (a) A scaled site plan with contours which delineates the top of bank with dimensions to all proposed development(s).
  - (b) Cross sections indicating the proposed work, creek bottom, existing slope, and a 1.5H:1V angle of repose – unless otherwise specified by a geologist or soils engineer.
3. Complete and reproduce the following forms on the plans for permit issuance (resubmittal):
  - (a) CITY BASE FLOOD ELEVATION (BFE) LETTER
  - (b) FLOOD DESIGN CRITERIA INTENT
4. Submit to Building & Safety (Inspector) during construction:
  - (a) FEMA ELEVATION CERTIFICATES

#### V. ENVIRONMENTAL REVIEW:

Once the formal application has been received and deemed complete, Staff will begin the environmental review of the subject development application. An Initial Study may be required to determine the appropriate level of environmental review (i.e. Negative Declaration or Environmental Impact Report).

#### VI. FEES

Please be informed that fees are subject to change at a minimum annually, typically on July 1<sup>st</sup>. Additionally, any fees required following Planning Commission Approval will be assessed during the Building Plan Check phase and shall be paid prior to issuance of the building permit. Based on the information submitted, the subject project requires the following additional fees for the following reasons:

##### A. Planning Division

*Prior to the application being deemed complete:*

Front Setback Modification Fee ..... \$2,015.00

Front Setback Modification Fee (each additional) .....	\$1,020.00
Front Setback Modification Fee (each additional) .....	\$1,020.00
Development Plan Fee.....	\$13,925.00
TEDR Fee.....	\$4,015.00
Coastal Development Permit Fee .....	\$8,780.00
Environmental Review Fee .....	\$1,745.00*
Mailing List Service (if utilized).....	\$195.00
Phase 1 Report Fee .....	\$220.00
HLC Review Fee .....	\$4,355.00

*Following Planning Commission approval:*

LDT Recovery Fee .....	30% of all planning fees
Plan Check Fee .....	TBD

\* This is the fee for an exemption with studies. Note that the fee will be significantly more (currently \$8,980.00) if a Negative Declaration is warranted, and more still if the project requires an EIR.

B. Engineering Division

*Following Planning Commission approval:*

See current Fee Resolution- note that fees will increase in July 2011 ..... TBD

C. Transportation Division

*Following Planning Commission approval:*

Fee ..... TBD

D. Building & Safety Division

*Following Planning Commission approval:*

Fee ..... TBD

**VII. NEXT STEPS:**

1. HLC Concept Review
2. Submittal of Phase 1 Archaeological Resources Report to HLC.
3. Make an appointment with the case planner to submit a Planning Commission application at the Planning & Zoning Counter.
4. Submit Planning Commission application to case planner for completeness review.
5. Application reviewed for completeness.
6. Determination of Environmental Review process. This may include the preparation of an Initial Study and a determination as to whether a Mitigated Negative Declaration or an Environmental Impact Report would be required.
7. Planning Commission review.
8. HLC Preliminary and Final Approvals

*Please Note: The Planning Commission conducts regular site visits to project sites, generally the Tuesday morning prior to the scheduled hearing date. The Commission has requested that markers be provided on the site for all projects that may have size, bulk and scale, visual impacts or view issues, to provide a basic visual representation of project size and scale.*

*When requested, please place stakes at the corners of the proposed new buildings and story poles located at the roof ridge line (the highest point of the roof) and the eave. Any large trees to be protected/removed should also be identified.*

*Also note that you will also be required to post the public notice on the site in accordance to current noticing requirements.*

#### **VIII. CONTACTS**

The following is a list of the contact personnel for the various City departments and/or divisions working on the processing of your application:

Planning Division, 564-5470..... Allison De Busk, Project Planner  
Fire Department, 564-5702 ..... Gina Sunseri, Fire Inspector II  
Engineering Division, 564-5363 ..... Victoria Johnson, Project Engineer II  
Transportation Division, 564-5385 ..... Steve Foley, Supervising Transportation Planner  
Building & Safety Division, 564-5485..... Chris Short, Senior Plans Examiner, Curtis  
Harrison, Senior Plans Examiner

#### **IX. CONCLUSIONS/GENERAL COMMENTS**

These comments constitute your PRT review. The project is scheduled for review at a meeting on May 31, 2011 at 1:00 p.m. with staff from the Planning, Transportation, Engineering, Building & Safety Divisions and the Fire Department. Please review this letter carefully prior to our scheduled meeting date. We will answer your questions on the PRT comments at that time. If you do not feel it is necessary to meet with Staff to discuss the contents of the letter or the project, please call me at (805) 564-5470, ext. 4552 by May 27, 2011. If we do not hear from you by this date, we will assume that you will be attending the scheduled meeting.

Prior to submitting a formal Planning Commission application, please make an appointment with me to review the materials and ensure that all of the required items are included in the application package. If you have any general or process questions, please feel free to contact me.

Sincerely,

*Allison De Busk*

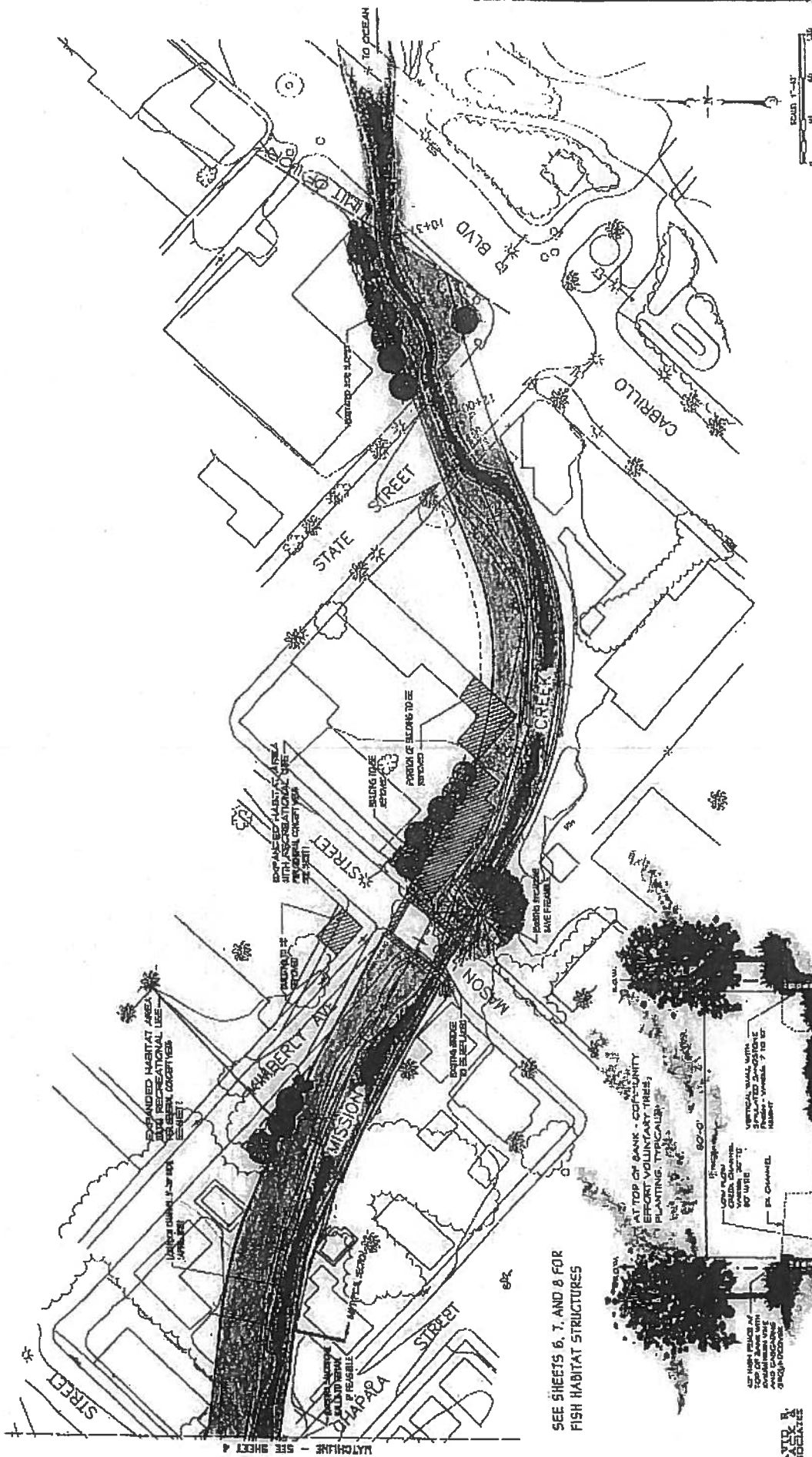
Allison De Busk,  
Project Planner

#### **Attachments:**

1. Approved Lower Mission Creek Flood Control Project at Kimberly/Mason (2)

2. Applicable LCP Policies

cc: (w/o attachments)  
Planning File  
Debra Andaloro, Senior Planner II  
Melissa Hetrick, Environmental Analyst  
Mark Wilde, Supervising Civil Engineer  
Victoria Johnson, Project Engineer II  
Manuel Romero, Wastewater System Superintendent  
Rocky Peebles, Water System Superintendent  
Peggy Avila, Cross Connection Specialist  
Joe Poire, Fire Battalion Chief  
Gina Sunseri, Fire Inspector II  
Steve Foley, Supervising Transportation Planner  
Chris Short, Senior Plans Examiner  
Curtis Harrison, Senior Plans Examiner  
Autumn Malanca, Water Resources Specialist



LOWER MISSION CREEK - ARMY CORPS OF ENGINEERS  
PREFERRED PROJECT: ALTERNATE 12

PREPARED FOR THE CITY OF SANTA BARBARA, AND THE COUNTY OF SANTA BARBARA  
BY PENFIELD AND SMITH AND DAVID R. BLACK AND ASSOCIATES

VERTICAL WALL ON PIER FOOTING  
TYPICAL SECTION

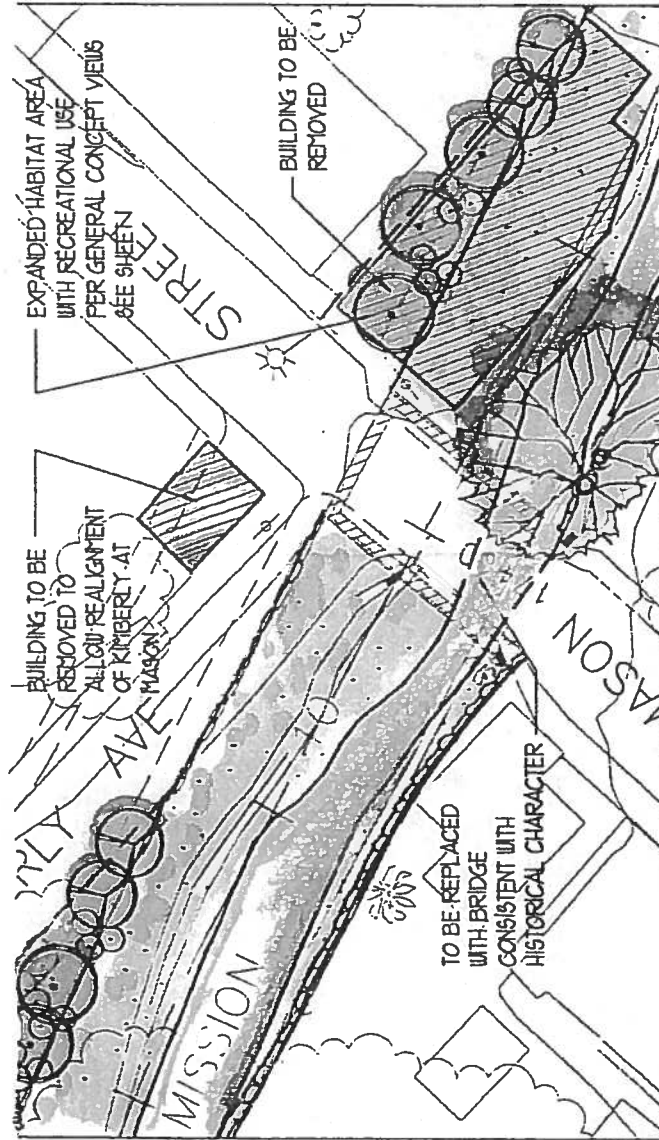
NOT TO SCALE

SEE SHEETS 6, 7, AND 8 FOR  
FISH HABITAT STRUCTURES

**PLATE 1.**



**Peard & Smith**  
 ENGINEERS • LIVERPOOL  
 141 C. Mather St.  
 0663 AG-CLX  
 1961-1962



# MASON STREET BRIDGE

CITY PREFERRED DESIGN

SCALE: 1"=40'

## **Applicable Local Coastal Plan Policies**

### **101 State/16 W. Mason Street**

**LCP Policy 3.3.** New development proposals within the coastal zone which could generate new recreational users (residents or visitors) shall provide adequate off-street parking to serve the present and future needs of the development.

**LCP Policy 3.4.** New development in the coastal zone which may result in significant increased recreational demand and associated circulation impacts shall provide mitigation measures as a condition of development including, if appropriate, provision of bikeways and bike facilities, pedestrian walkways, people mover systems, in lieu fees for more comprehensive circulation projects or other appropriate means of compensation.

**LCP Policy 3.13.** Developers shall be required to provide on-site recreational open space and parking for new users generated by any development of vacant or underdeveloped properties inland of Cabrillo Boulevard.

**LCP Policy 4.1.** In order to preserve and encourage visitor-serving commercial uses, appropriate areas along Cabrillo Boulevard, Castillo Street, Garden Street and along State Street shall be designated "Hotel and Related Commerce I (HRC-I)" and "Hotel and Related Commerce II (HRC-II)".

HRC-I designation shall include hotels, motels, other appropriate forms of visitor-serving overnight accommodations. Ancillary commercial uses directly related to the operation of the hotel/motel, and restaurants.

HRC-II designation shall include all uses allowed in HRC-I and such other visitor-serving uses examples such as, but not limited to, restaurants, cafes, art galleries, and commercial recreation establishments. Uses such as car rentals and gas stations will require a conditional use permit.

#### **Action**

- As part of the LCP Implementation Program, zoning techniques which distinguish residential uses and hotel/motel uses, and which provide policy guidance regarding conversions which are in conformity with these policies and the Coastal Act shall be developed.

**LCP Policy 4.2.** New visitor-serving development permitted pursuant to Policy 4.1 shall be:

- (1) Reviewed by the Architectural Board of Review or the Historic Landmarks Commission for compatible architectural design;
- (2) Be consistent with the adopted LCP Visual Quality Policies;

- (3) Provide to the maximum extent feasible, public view corridors, open spaces, and pedestrian (and/or bicycle) walkways and facilities;
- (4) Provide adequate off-street parking to serve the needs generated by the development; and
- (5) Provide measures to mitigate circulation impacts associated with the project, including but not limited to coordination with the Redevelopment Agency's Transportation Plans for the area, provision of in-lieu fees, provision of bicycle facilities, or other appropriate means of mitigation.

**LCP Policy 4.4.** New hotel/motel development within the coastal zone shall, where feasible, provide a range of rooms and room prices in order to serve all income ranges. Likewise, lower cost restaurants, or restaurants which provide a wide range of prices, are encouraged.

**LCP Policy 9.1.** The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. This may be accomplished by one or more of the following:

- (1) Acquisition of land for parks and open space;
- (2) Requiring view easements or corridors in new development;
- (3) Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development; or
- (4) Developing a system to evaluate view impairment of new development in the review process.

#### Actions

- Explore Federal, State, and local funding sources for park and open space acquisition.
- Delineate view corridor locations on new construction/ development plans by additional building limits, building orientation, and setback requirements.
- Establish standards of acceptable view protection to be utilized by developers, City staff, and discretionary bodies to ascertain a project's height, setback, and clustering of buildings.

**LCP Policy 9.2.** A special design district in the waterfront area, excluding the area mentioned in Policy 9.4, shall have area-wide architecture design standards developed by the Architectural Board of Review for their use in their design review of new development.

**LCP Policy 9.3.** All new development in the coastal zone shall provide underground utilities and the undergrounding of existing overhead utilities shall be considered high priority.

Action

- The City will work with the utility companies to hasten the undergrounding of utilities in the coastal zone.

**LCP Policy 11.5.** All new development in the waterfront area, excepting Stearns Wharf, shall provide adequate off-street parking to fully meet their peak needs. Parking needs for individual developments shall be evaluated on a site-specific basis and at minimum be consistent with City Ordinance requirements.

Actions

- The City shall investigate the creation of a Waterfront Area Parking District.
- The City, through its discretionary review of projects, shall individually evaluate the parking needs of new developments and may, based upon site-specific considerations, require parking in excess of the minimum ordinance requirements.

**LCP Policy 12.2.** New developments within the City's Waterfront Area shall be evaluated as to a project's impact upon the area's:

1. Openness;
2. Lack of Congestion;
3. Naturalness; and
4. Rhythm.

Action

- The City shall develop objective criteria as part of the Phase III Implementation Plan in order to assist decision-makers in assessing the impacts of new development.



**CONCEPT REVIEW - NEW****8. 101 STATE ST**

HRC-2/SD-3 Zone

(3:48) Assessor's Parcel Number: 033-075-006  
Application Number: MST2011-00171  
Owner: Romasanta Family Living Trust  
Architect: Cearnal Andrulaitis

(Proposal to demolish an existing 714 square foot laundry building and 40 space parking lot and construct a new 27,011 square foot, three-story hotel with 34 guest rooms and a 34 space, at-grade parking garage. Planning Commission review is requested for zoning modifications, development plan approval, and a Coastal Development Permit.)

**(Comments only; no action.)**

Present: Brian Cearnal, Architect  
Mark Romasanta, Owner

Public comment opened at 3:57 p.m. and, as no one wished to speak, it was closed.

**The Commission made the following comments:**

1. The Commission supports the need in the community for a hotel and the location of the project at this site.
2. The size, bulk, scale, and general style are acceptable.
3. Compatibility with the neighborhood and the Californian Hotel will be of great importance.
4. At least one Commissioner was concerned that the proposed three-story mass may block the view of the mountains.
5. The mix of wood balconies with iron balconies are of concern.

(Suding absent until 3:58 p.m. Shallenberger stepped down. Drury absent.)

**REVIEW AFTER FINAL****9. 12 E MONTECITO ST**

HRC-2/SD-3 Zone

(4:04) Assessor's Parcel Number: 033-051-016  
Application Number: MST95-00044  
Applicant: Rodney James Schull Memorial Foundation  
Architect: AB Design Studio  
Landscape Architect: Suding Design Studio

(Proposal to construct an 11,091 square foot two-story youth hostel with 100 beds and 60 parking spaces on a vacant parcel.)

**(Review After Final of door and window changes, added balconies, new trellis, decorative planters, light fixtures, and plaster details on façade. A Substantial Conformance Determination was made by the Community Development Director on May 5, 2011. Project was last reviewed on July 6, 2011.)**

Present: Clay Aurell and Ken Allison, Architects  
Philip Suding, Landscape Architect  
Peter Lawson, City Associate Planner

**EXHIBIT D**



**CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING****4. 1216 STATE ST**

C-2 Zone

(3:09) Assessor's Parcel Number: 039-183-019  
Application Number: MST2011-00435  
Owner: Santa Barbara Center of Performing Arts  
Architect: Cearnal Andrulaitis

(Proposal to regrade and repave an existing parking lot north of the Granada theatre and construct two residential garages of 485 square feet and 595 square feet, a new trash enclosure, and 15 foot tall walls to enclose bus/truck parking serving the theatre. The new garages will serve the residential units located in the Granada Tower. Planning Commission review is requested.)

**(Comments only; one time only review of the project concept.)**

Present: Brian Cearnal, Architect

Public comment opened at 3:15 p.m. and, as no one wished to speak, it was closed.

**The Commission made the following comments:**

1. The tight geometry of the site is of concern.
2. Continue processing this project through departmental review, specially the Fire Department.
3. Provide landscaping at the north-south paseo as it runs from the existing alley out to State Street.
4. Study a different architectural solution with respect to the garages. Although the proposed design is in conformity with El Pueblo Viejo Guidelines, it is not within the context.
5. Consider opportunities for the elimination of potential graffiti on walls.
6. Study an integration between the two paving materials at the existing concrete alley and the proposed asphalt bus parking/garage area.

Commissioners Shallanberger and Sharpe absent.

**CONCEPT REVIEW - CONTINUED****5. 101 STATE ST**

HRC-2/SD-3 Zone

(3:28) Assessor's Parcel Number: 033-075-006  
Application Number: MST2011-00171  
Owner: Romasanta Family Living Trust  
Architect: Cearnal Andrulaitis

(Proposal to demolish an existing 714 square foot laundry building and 40 space parking lot and construct a new 27,011 square foot, three-story hotel with 34 guest rooms and a 34 space, at-grade parking garage. Planning Commission review is requested for Zoning Modifications, development plan approval, and a Coastal Development Permit.)

**(Comments only; no action. Project was last reviewed on August 3, 2011.)**

Present: Brian Cearnal, Architect  
Mark Romasanta, Owner

Public comment opened at 3:35 p.m.

Kellam de Forest, local resident, commented on compatibility of design with neighborhood.

Public comment closed at 3:37 p.m.

**The Commission made the following comments.**

1. The early review of this project is appreciated.
2. The architecture is acceptable and consistent with El Pueblo Viejo Guidelines.
3. The one-way traffic solution is the preference of the majority of the Commission.
4. Show a simulation of the view up State Street.
5. The long wall at the back of the sidewalk on State Street may benefit from a decorative tile element, a water feature or an art element to enhance the pedestrian experience.
6. The plaza at the corner of Mason and State Streets needs to be more pleasant and purposeful, and more engaged with the public sidewalk.
7. Study the use of anti-tagging material.

Shallanberger absent.

**\*\* THE COMMISSION RECESSED FROM 3:50 P.M. TO 4:05 P.M. \*\***

**FINAL REVIEW**

**6. 1700 E CABRILLO BLVD**

(4:05) Assessor's Parcel Number: 017-382-001 P-R/SD-3 Zone

Application Number: MST2011-00315

Owner: City of Santa Barbara

Applicant: Jill Zachary and Jan Hubbell

Agent: Kathy Frye, Natural Areas Planner

(This parcel is on the **City's List of Potential Historic Resources**: "Andree Clark Bird Refuge; Site of Chumash Village and Salt Pond, 42 acres." Included on the State Historic Resources Inventory. Proposal to remove and restore 0.86 acres of marsh vegetation within the lake, around three public viewing platforms, and along various locations along the perimeter of the lake; maintenance of a concrete culvert and a grouted sandstone culvert along Old Coast Highway including removal of 453 cubic yards of silt and vegetation from those man-made structures; and restoration of bird refuge native habitats.)

**(Final Approval of the Project is requested. Requires compliance with Planning Commission Resolution No. 023-11. This was last reviewed on August 17, 2011.)**

Present: Kathy Frye, City Natural Areas Planner

Public comment opened at 4:14 p.m. and, as no one wished to speak, it was closed.

**Motion: Preliminary Design and Final Approvals as submitted.**

**Action: La Voie/Boucher, 6/0/1. (Orías abstained. Shallanberger absent.) Motion carried.**

**CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING****1. 200 E CARRILLO ST**

C-2 Zone

(2:45) Assessor's Parcel Number: 029-292-025  
Application Number: MST2012-00051  
Owner: Joe A. Freitas & Sons  
Applicant: Margaret Chang  
Business Name: AT&T

(Proposal for upgrades to an approved AT & T wireless communications facility. The project includes the replacement of 12 existing roof-mounted antennas with new antennas of similar dimensions not to exceed the top of the existing parapet screening. The existing screen will be extended by 12'-0" along the west face of the four-story building. Also proposed is to install 12 remote radio units, and two GPS antennas which will be attached to existing enclosures on the rooftop and will extend above the parapet by approximately three feet.)

**(Project requires No Visual Impact findings. Action may be taken if sufficient information is provided.)**

(Time: 2:55)

Present: Margaret Chang, AT&T Wireless

Public comment opened at 3:03 p.m. and, with no one wishing to speak, it was closed.

**Motion: Project Design and Final Approvals with the following comment and condition:**

1. The project has been reviewed by the Historic Landmarks Commission as to the site, color, and size of the proposed antennas so as to minimize any adverse visual impact.
2. The existing screening shall be repaired and maintained. Return screening to an acceptable appearance, repainting is suggested.

Action: Sharpe/Shallanberger, 9/0/0. Motion carried.

**\*\* THE COMMISSION RECESSED FROM 3:03 P.M. TO 3:08 P.M. \*\***

**PROJECT DESIGN REVIEW****2. 0 BLK W MASON ST**

(3:15) Assessor's Parcel Number: ROW-002-096  
Application Number: MST2010-00261  
Owner: City of Santa Barbara  
Applicant: Thomas Conti

(Proposal to replace the structurally deficient Mason Street Bridge over Mission Creek and increase channel capacity in accordance with the approved 2001 Lower Mission Creek Flood Control Project Environmental Impact Report/Environmental Impact Statement. The existing bridge span is 35 feet and the new bridge span will be 55 feet; the existing road bed width is 36 feet and the new road bed width will be 60 feet.)

**(Project Design Approval is requested. Requires compliance with City Council Resolution No. 01-137. Project was last reviewed on January 18, 2012.)**

**EXHIBIT F**

(Time 3:08)

Present: John Ewasiuk, Principal Engineer  
David Black, Landscape Architect

Public comment opened at 3:38 p.m.

Chair Suding acknowledged a memo from the Creeks Restoration and Water Quality Improvement Citizens Advisory Committee.

Lee Moldaver, City Creeks and Watersheds Advisory Committee, commented that research indicates the Mason Street Bridge could be as narrow as 28 or 30 feet; 2) supports moving the wall and sidewalk at Kimberly Avenue ten feet toward State St.; 3) suggested the wall at Kimberly Avenue be placed under the street edge for a partial slopping bank; 4) suggested abandoning the drain 100 feet further up from the bridge.

Mark A. Romasanta, representing Romasanta Family Trust, commented in support of the project.

Eddie Harris, Santa Barbara Creeks, commented on public expectation that the proposed changes should benefit the natural environment; in favor of further narrowing of Kimberly Avenue, minimize the proposed width of the bridge, replace the proposed vertical wall on upstream side near Kimberly Avenue with a sloped bank, and suggested providing native canopy trees for shade.

Public comment closed at 3:49 p.m.

**Motion: Continued indefinitely with the following comments/suggestions:**

1. The Commission continues to request that the width of the bridge railing to railing be no wider than 30 feet to be consistent with the residential neighborhood setting.
2. Redesign of Kimberly Avenue as a one-way street is strongly preferred to allow for a reduction in bridge width.
3. Remove the sidewalk on the west side of Kimberly Avenue.
4. Minimize the sidewalk on the east side of Kimberly Avenue as the width seems excessive.
5. Shorten the drain line and replace the Sycamore tree to be removed.
6. Slope the surface of creek bank adjacent to Kimberly Avenue to the least maximum extent possible.
7. Stability of the slope, including sizes of boulders, continues to be considered as critical to the design.

**Action:** La Voie/Boucher, 8/0/1. Motion carried. (Shallanberger abstained.)



■ = (e) building footprint  
▨ = approved/proposed building footprint

3/21/2012

EXHIBIT G



## **WATERFRONT AREA AESTHETIC CRITERIA FOR NEW DEVELOPMENT ASSESSMENT**

### **I. BACKGROUND**

The Locating New Development Section of the Local Coastal Plan (LCP) provides for protecting, maintaining and enhancing the visual qualities of the City's Waterfront Area by establishing criteria to evaluate the appropriate intensity of potential development. These criteria are based on the visual resources which presently exist: openness; lack of congestion; naturalness; and rhythm. Policy 12.2 requires that the impact of new development be evaluated with respect to those resources. The policy further requires that the City develop objective criteria to assist decision makers in assessing the impacts of new development.

### **II. WATERFRONT AREA**

The Waterfront Area is the area south of U.S. Highway 101 between Pershing Park and the Harbor on the west and Milpas Street on the east (See attached map, Figure 1). The area includes major recreational facilities including the Santa Barbara Harbor and Marina, Stearns Wharf and Chase Palm Park. The Waterfront Area also includes area designated for a wide variety of general and ocean-oriented industrial and visitor-serving commercial uses.

### **III. EVALUATION MATRIX**

In accordance with Section 30251 of the Coastal Act, the scenic and visual qualities of the coastal areas are to be protected, restored and enhanced. Section 30252 requires that public access be maintained and enhanced. These parameters can be compared to the aspects of openness, lack of congestion, naturalness and rhythm. The attached matrix (Figure 2) illustrates how these parameters can be evaluated on a project by project basis. The decision maker, in using this worksheet, can evaluate a project's positive, negative or indifferent aesthetic effect on the Waterfront Area's ambiance. Application of the following evaluation criteria will help in determining if a project protects, maintains and enhances visual quality.

### **IV. EVALUATION CRITERIA**

The dimensions described below define each section illustrated on the attached Evaluation Matrix (Figure 2). These dimensions can be considered as increments or measures to gauge a particular development's aesthetic performance and its relationship with the surrounding neighborhood. This matrix is for use by the decision maker and the applicant/developer to determine on an individual and/or collective basis the project's aesthetic relationship to the Waterfront Area:

#### **A. DIMENSIONS**

1. Openness. One of the special qualities of the Santa Barbara Waterfront is its sense of openness and freedom from clutter, with unimpaired views of the shoreline and mountains. The beaches are broad and enhanced by the presence of Chase Palm Park, the Andree Clark Bird Refuge, and predominantly one-story buildings on the north side of Cabrillo Boulevard.

Several dimensions of openness can be identified:

- a. Building density, scale, mass and height. In protecting, enhancing and restoring openness, this dimension is the most important. Each development, large or small, must be critically gauged as to its relationship with the surrounding neighborhood; essentially how well the project fits in. Buildings which provide setbacks and building separation promote the feeling of openness and allow views to the ocean. Stepping back the second and third stories from the edges of the property provides visual separation from buildings on adjacent properties which maintains views to the foothills and mountains.

Pedestrian orientation in building and site design is vitally important in promoting human scale. Buildings that open up to and are oriented to the pedestrian invite and promote the visitor-serving aspect of the Waterfront Area.

The south side of Cabrillo Boulevard where there are public facilities provided promotes the feeling of openness and allows views to the ocean. The recently approved (not yet developed) Park Plaza Hotel project proposed on the north side of Cabrillo Boulevard provides in its design major building separations, view corridors and height limitations (one and two stories closer to Cabrillo Blvd. and limited three stories set back to the rear of the property) which will preserve views to the mountains and foothills and will maintain a scale that will protect, enhance and restore the feeling of openness in the Waterfront Area. The Ambassador Park area on the north side of Cabrillo Boulevard in the West Beach area provides a distinct view separation, promotes visual relief and views to the ocean and Harbor.

By contrast, portions of the north side of Cabrillo Boulevard are intensely developed and do not promote openness. The East Beach townhouses and the Mar Monte (Sheraton) Hotel are large, imposing structures which appear to intrude into the open space area. Such structures do not protect, enhance and restore the feeling of openness in the Waterfront Area.

- b. Functional access. A number of aspects facilitate being able to get to the Waterfront easily and contribute to a sense of openness. These include the absence of private property on the south side of the boulevard; convenience of parking along the boulevard, especially on the south side; the general absence of obstructions to and along the beach, though there are some notable exceptions (Stearns Wharf, Harbor facilities, art show on Sunday); and proximity to many residential neighborhoods.
- c. Land use patterns. Several aspects of land use patterns support openness. The residential areas are compact, yet open and green. Neighborhood parks (e.g., Pershing, Punta Gorda) contribute to the feeling of openness,

and complement the parks directly adjacent to the beach. Low scale commercial structures are in keeping with low scale residences. In a sense, the neighborhoods spill out and open onto the Waterfront, rather than being confined or blocked by heavy industrial uses or major arterial highways as in many urban areas.

- d. **Vegetation.** The ultimate scale and mass of landscaping is an important consideration in maintaining openness. While there are many palm trees along Chase Palm Park, they enhance the openness and do not obstruct the overall views to the ocean and foothills. On the other hand, the treeline north of Cabrillo Boulevard on the Southern Pacific property blocks views to the foothills and mountains and may conflict with openness at that location. Hence, landscaping material should be carefully selected so that, when mature, it enhances views and avoids blocking or hindering openness.

2. **Lack of Congestion.** The sense of openness in the Waterfront is unquestionably enhanced by a relative lack of congestion. With the exception of summer weekends, one can still move freely along the beaches, bikeways, and Cabrillo Boulevard in relative quiet.

- a. **Traffic flow.** Traffic flow along the Waterfront has increased dramatically in all modes. Cabrillo Boulevard has all the attributes of a “grand boulevard.” Motorists can drive along leisurely and enjoy the view, unimpeded by cross traffic or stop lights. Increased congestion, however, especially during summer weekends will degrade this feeling. Heavy traffic, hazards due to conflicts with bicycles and pedestrians crossing the boulevard, and the congestion in the vicinity of the art show, reduce the experience to the level of a four lane arterial during rush hour.
- b. **Parking.** Parking on the south side of the boulevard interferes with the view, especially when the art show is in progress, and poses hazards to bicyclists and motorists. While more off-street parking may be desirable, its placement in parking lots on the beach clashes severely with the naturalness of the setting. The presence of autos, whether moving or parked, leads to a feeling of congestion.
- c. **Public facilities planning.** The placing of public facilities all along the Waterfront, rather than concentrating them in one or two locations, contributes to an uncongested Waterfront. The Harbor, however, is the exception. Here, parking lots stretch from Leadbetter Beach to the municipal pool, and are filled by an assortment of vehicles, including cars, boats, trailers, and RVs. This high concentration, while necessary for the Harbor to function, detracts from the openness and lack of congestion which should be achieved.

- d. Land use patterns. While motels and other commercial uses add to congestion, their being mixed with residential uses helps distribute the intensity. Accompanying noise and congestion are also more evenly diffused, helping to relieve localized concentrations of noise and intense activity.
3. Naturalness. The Waterfront's openness and lack of congestion are complemented by the natural setting in which Santa Barbara lies. Views to the foothills and mountains are still largely unimpeded by structures; in particular, the views from Stearns Wharf, Chase Palm Park, and East Beach offer unparalleled beauty. The coastal greenery and landscaping, the contour of the beaches and coastline in this area, and the sandy beaches all contribute to the strong image of Santa Barbara's natural beauty. These following dimensions form the basis for criteria which can be used to judge whether or not projects proposed for the Waterfront will uphold the quality of naturalness.
- a. Views. Views are the most important dimension of naturalness. These views are to the ocean, other points along the Waterfront, and to the foothills and mountains. The contrast between the sweep of the coastline and the sweep of the mountains is especially dramatic and heightened by the linear elements of Chase Palm Park and Cabrillo Boulevard.
  - b. Public aesthetics. The spacious and well-planned public facilities provide a calm contrast to the busy city for both residents and visitors. These facilities and public amenities show that the people of Santa Barbara care, and that they have balanced economics with natural aesthetics. This is especially evident in the contrast between the north and south sides of Cabrillo Boulevard. While the north side is commercial, the south side is predominantly low density recreation and park space.
- However, there are a number of points of concern which future developers must consider in working through the dynamics of this balance. The north side of Cabrillo Boulevard, especially from State Street to Pershing Park, warrants special consideration. While the Spanish motif helps to unify structural elements, there are other elements which should be considered to create a unity such as signing, lighting, detailing and color.
- c. Landscaping. Landscaping enhances the feeling of naturalness of the Waterfront. A number of aspects of landscaping are important in promoting the feeling of naturalness. These include undeveloped landscaping, use of mature shrubbery and trees, as in Chase Palm Park, and the contrast of tall trees and low shrubbery.
  - d. Adjacency. Adjacency is an important dimension of naturalness. The parks and the beaches are adjacent to the Boulevard (e.g., East Beach, Leadbetter Beach). This promotes a sense of having natural wealth and beauty readily available.

4. Rhythm. The Waterfront has evolved slowly over the years, both resisting and accepting various patterns, both human and natural, which combine to create a richly dimensioned image of the Waterfront. There are daily patterns, the weekend-weekday contrasts, the sun, which both rises and sets on the Waterfront. There is the early morning haze which breaks by afternoon, the ebb and flow of people biking, skating, standing in lines for dinner. There is diversity in this rhythm, and care expressed by the diversity which exists. Rhythm is an extremely subtle resource quality, yet it gives strength to all the other qualities which characterize the Waterfront.

Rhythm includes:

- a. Diversity. Diversity refers to the number of differences existing in the Waterfront. First, there are many things to do – driving, walking, biking, skating, eating, jogging, strolling through the art show on Sunday. Second, there is variety in the way these things can be done with facilities of different kinds and intensities to support these activities. Sometimes, however, these facilities are heavily used by conflicting activities, as is the bikeway at present. Third, there is social complexity. The Waterfront is not just a tourist mecca; people also live and work there. The Harbor in particular is a working harbor with both residential and commercial purpose.
- b. Use patterns. Diversity creates differences in use patterns, and use patterns themselves vary. It is important to note that there are patterns, rather than one stream of continuous activity. These differences in use patterns allow people to pick and choose the times and places for enjoying the Waterfront. Probably the most clear cut example of how differences coexist and create their own rhythm is given by the art show. On Sunday, the art show adds excitement and provides a focal point for visitors and residents alike. By Sunday evening, and for the rest of the week, it has disappeared.
- c. Design details. Rhythm occurs spontaneously and is a normal outcome of diversity. Small details, however, modulate rhythms or suppress them altogether. Conversely, design can create rhythm by providing settings for new activities.

## B. PARAMETERS

The three (3) parameters; protects, enhances and restores, are further defined as follows:

1. Protects: This means that the dimensions are incorporated into project design to a degree that defends or guards against damage or injury to the existing ambience of the area.

2. Enhances: This means that the dimensions are incorporated into project design to a degree that raises to a higher degree, intensifies or raises the value of the visual qualities of the area.
3. Restores: This means that the dimensions are incorporated into a project design to a degree that returns to a state of soundness or vigor or normal condition the visual qualities of the area.

FIGURE 2

WATERFRONT AREA NEW DEVELOPMENT EVALUATION MATRIX				
+ Means:		Creates a Positive Effect		
- Means:		Creates a Negative Effect		
0 Means:		Neither a Positive or Negative Effect		
DIMENSIONS		PARAMETERS		
		PROTECTS	ENHANCES	RESTORES
OPENNESS	Building Density, Scale and Mass			
	Functional Access			
	Land Use Patterns			
	Vegetation			
LACK OF CONGESTION	Traffic Flow			
	Parking			
	Public Facilities Planning			
	Land Use Patterns			
NATURALNESS	Views			
	Public Aesthetics			
	Landscaping			
	Adjacency			
RHYTHM	Diversity			
	Use Patterns			
	Design Details			



# **APPLICABLE GUIDELINES FROM THE CITY OF SANTA BARBARA URBAN DESIGN GUIDELINES: CITY GRID**

**PREPARED BY THE CITY OF SANTA BARBARA PLANNING DIVISION DECEMBER, 1999**

## **1. COMPATIBILITY OF NEW DEVELOPMENT WITH THE EXISTING ENVIRONMENT**

- ❖ *Design developments to complement and enhance the character of Santa Barbara, the surrounding neighborhood, and existing adjacent developments, while allowing each development to retain a distinct visual identity.*
  - ❖ *Incorporate natural features and landscaped open spaces into developments to provide a sense of openness and continuity and enhance the environment of the City grid.*
  - ❖ *Design developments to respect the arrangement of buildings and open spaces on adjacent sites and provide opportunities for enhanced circulation, solar access, and views.*
- 1.4.1 The preservation and protection of natural features and mature trees is highly desirable. These elements shall be incorporated into development projects to the greatest extent possible.
- 1.4.3 The use of canopy trees is encouraged. Tree selection shall take into account the density, shape, size, solar orientation, maintenance requirements, and neighborhood impacts of the mature tree.
- 1.5.1 The site organization of a proposed development should respect the arrangement of buildings and open spaces on adjacent sites to maximize the shared benefits of sunlight, circulation, and views.

## **2. HUMAN SCALE CHARACTER — VISUAL RELATIONSHIP BETWEEN DEVELOPMENT AND PEDESTRIANS**

- ❖ *Preserve the human scale character of the grid by using design techniques that reduce the apparent size, bulk, scale, and height of buildings.*
  - ❖ *Provide visual interest for pedestrians by incorporating building details that relate to the surrounding built environment at a human scale.*
- 2.1.1 The building base should visually anchor the building, establishing a strong connection to the ground and the site. The base of the building should appear more massive than the upper stories. Building details and public art elements are encouraged to provide visual interest and a sense of discovery. Details should be comprehensible to passing

pedestrians and proportionate to the scale of the building.

- 2.1.2 The upper stories of the building should exhibit a lighter character than the base, possibly by reducing floor area and building mass. Architectural details on the upper stories should be at a scale that relates to the overall building composition. As a general rule, massing and details should be simple and proportionate to the scale of the building. The length and depth of cantilevers should be minimized.
- 2.2.2 The use of recesses and projections is encouraged to divide the surfaces of buildings into smaller scale elements...

### **3. THE BUILDING/STREET EDGE — FUNCTIONAL RELATIONSHIP BETWEEN DEVELOPMENT AND PEDESTRIANS**

- ❖ *Encourage pedestrian activity on the street through building design. Frequent building entrances, windows at pedestrian height, and outdoor activity spaces create a lively, pedestrian-friendly environment along public streets.*
  - ❖ *Create visually unified street spaces by planning the orientation of buildings and building setbacks to enhance the character of the street.*
- 3.1.1 Where a building with street frontage has only one entrance, that entrance shall be oriented to the street.
  - 3.1.2 Where a building with street frontage has multiple entrances, the primary entrance shall be oriented to the street. Street entrances shall be as prominent or more prominent than other entrances, and are encouraged to remain open for pedestrian use.
  - 3.1.4 Provide windows at pedestrian height to provide interest for pedestrians on the street.
  - 3.1.5 Corner buildings shall exhibit a strong visual and functional connection with the sidewalks of adjacent streets. This can be accomplished by placing entrances on each abutting street frontage or placing an entrance on the corner itself. Other features (including windows at pedestrian height, wall detailing, and public art) shall also be used to provide visual interest for pedestrians.
  - 3.1.7 Where buildings are set back from the public right-of-way, incorporate courtyards or patio spaces that encourage outdoor activities along the building frontage. Such areas should include appropriate landscaping elements to soften the paved areas and provide shade for pedestrians.
  - 3.1.8 Corner buildings shall be designed to enhance the character and pedestrian activities of the entire intersection, taking into consideration the contributions of all of the other existing corner buildings.

- 3.2.2 Avoid siting corner buildings with their primary mass at an angle to the corner. This shall not preclude angled or sculpted building corners or open plazas at corners.
- 3.2.3 When siting a new building, consider the setbacks and scale of the existing neighborhood and adjacent buildings.
- 3.2.4 Where appropriate and consistent with neighboring development, locate new buildings on the edge of the public right-of-way to define the sidewalk line.
- 3.2.5 Where buildings are set back from the public right-of-way, place City reviewed and approved landscaping or architectural elements (e.g. arcades or low decorative walls) along the edge of the right-of-way to define the sidewalk line.

#### **4. PEDESTRIAN FACILITIES AND AMENITIES**

- ❖ *Create and maintain a continuous, convenient network of pedestrian facilities throughout the City grid to reduce dependence on the automobile.*
  - ❖ *Provide pedestrian amenities, including street furniture, landscaping, lighting, and trash receptacles, to make walking more attractive and convenient.*
  - ❖ *Design and locate pedestrian facilities and amenities to promote the uninterrupted flow of pedestrian traffic.*
  - ❖ *Create pedestrian links to transit and bicycle facilities to increase the convenience of transit and bicycle travel.*
- 4.1.18 Use canopy trees wherever possible to provide shade and weather protection for pedestrians. Adequate room for tree growth should be provided so that the pedestrian facility will not be damaged by tree roots. Minimum spacing requirements for planting specific tree species can be obtained from the City Arborist.
  - 4.1.19 Use landscaping to provide a buffer between vehicles and pedestrians and to screen parking and utility areas.
  - 4.4.2 Look for opportunities to connect adjacent properties with pathways, where appropriate. Consider future site-to-site pedestrian connections so that they are not prevented by buildings, fences, or other permanent improvements.

#### **5. COURTYARDS, PLAZAS, AND PLACITAS**

- ❖ *Encourage the provision of courtyards, plazas, and placitas throughout the City grid to create activity nodes, provide pedestrians with a more intimate gathering space away from the street, and maintain an inviting environment for pedestrians.*

- 5.1.2 Courtyards, plazas, placitas, or the paths leading to them should be connected to and perhaps be visible from the street, so that pedestrians will be encouraged to explore.
- 5.2.3 Provide appropriate pedestrian amenities within courtyards, plazas, and placitas, taking into consideration the level of use, surrounding land uses, and existing amenities...
- 5.2.4 Use inviting landscape elements that provide shade, color, and texture. Landscape elements can be formal or informal (e.g. a proliferation of vines in a building recess) to reflect the overall character of the space.
- 5.2.5 Incorporate focal points into the design of courtyards, plazas, and placitas. Focal points may include sculptures, fountains, public art, architectural elements/features, or trees.

## **6. TRANSIT STOPS**

- ❖ *Design and locate transit stops to promote the increased use of transit, facilitate multi-modal travel, and reduce dependence on the automobile.*
- ❖ *Provide transit stops that are attractive, safe and convenient places in which to wait for a transit vehicle.*

## **7. BICYCLE FACILITIES**

- ❖ *Provide bicycle facilities throughout the City grid to make bicycling a more viable and convenient mode of transportation.*
- ❖ *Design and locate bicycle facilities, both on private property and in the public right-of-way, to enhance the City's transportation network and facilitate multi-modal travel..*

## **8. AUTOMOBILE PARKING FACILITIES**

- ❖ *Design automobile parking facilities to reduce the visibility of automobiles and allow features of greater pedestrian interest to dominate the streetscape.*
  - ❖ *Design automobile parking facilities to confer priority on the safety and convenience of pedestrians and encourage pedestrian activity on the street.*
  - ❖ *Create links between automobile parking facilities and other transportation facilities to increase the convenience of walking, bicycling, and transit.*
- 8.1.1 Locate surface parking lots away from the street edge to minimize visual effects on the streetscape. Surface parking lots should be located behind habitable buildings and toward the interior of blocks.